

## REPORT

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**RAIL LINES, SHIPPING,**  
**PHONE FACILITIES**  
**ALL SHOW EXPANSION**

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## UNA RAILROAD LINE -- Politika, No 13112, 20 Dec 48

In a few days the Una rail line, connecting central Croatia with the principal Dalmatian ports of Split and Sibenik, will be completed and opened to traffic. This line will shorten the route between Belgrade and Split by 173 kilometers.

## NEW RAIL LINE IN SLOVENIA -- Borba, No 309, 23 Dec 48

On 21 December the Sezana-Dutovlje railroad was opened to traffic, and the first train left the Dutovlje station. The new line connects the northern and southern parts of the Slovenian Primorje, and Nova Gorica with Ljubljana.

## ROLLING STOCK PRODUCTION -- Politika, No 13095, 1 Dec 48

The railroad-car factory in Kraljevo has perfected the first narrow-gauge locomotive to be made in Yugoslavia, and the model for a standard-gauge open freight car. Mass production of the latter is about to begin.

The "Jasenica" Railroad-Car Factory has perfected a new-model four-axle passenger car and a new-model mail car. A whole series of freight cars for shipping fresh fish is now being prepared. The factory at Krusevac is putting out a new-model passenger car.

## NEW MAIL CARS -- Borba, No 305, 19 Dec 48

Smolerevska Palanka -- The "Jasenica" Railroad-Car and Iron Construction Factory has begun mass production of the new-model mail cars which were used a month ago on the Belgrade-Skopje line.

The new cars are 22.6 meters instead of 18.3 meters long, and they will have sufficient storage space for 5,000 kilograms of freight. The cars will contain two beds for railroad personnel and, for the first time, a shower. Designed by the Yugoslav Stevan Markovic, they are being built almost entirely of Yugoslav materials.

## RAILROAD TRANSPORT PLAN -- Borba, No 289, 29 Nov 48

Mose Pijade reported in a speech on 28 November that the Yugoslav railroad transportation plan for the first 9 months of 1948 had been realized 104 percent.

## SLOVENIAN RAILROADS: MEET PLAN -- Borba, No 282, 21 Nov 48

The Main Directorate for Exploitation of Railroads [probably for Slovenia] in Ljubljana fulfilled its passenger plan by 30 September and its freight plan on 17 November. Its loading plan and the plan for average load of freight cars were surpassed.

## LOCOMOTIVE EXCEEDS PLAN -- Borba, No 276, 14 Nov 48

Since the last regular inspection, locomotive No 01056 from the Skopje yard [in Macedonia] has traveled 120,402 kilometers, about three times the distance provided for in the plan.

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VOJVODINA RAILROAD YARD BEATS PLAN -- Borba, No 276, 14 Nov 48

The Subotica railroad yard in the Vojvodina met its greatly enlarged 1948 plan 56 days ahead of schedule.

NEW ROUTES IN MACEDONIA -- Borba, No 289, 29 Nov 48

Volunteers belonging to the People's Front of Macedonia have been building a road 32 kilometers long between Debar and Kilevci and one between Debar and Banica. Others are working on the standard-gauge railroad line between Skopje and Gostivar. Members of the Front from the village of Negotino have laid out part of another line in their district.

BRIDGE ACROSS THE SAVA -- Borba, No 282, 21 Nov 48

A reinforced concrete bridge is being built over the Sava near Ostruznica in Serbia. The bridge will be so constructed as not to interfere with river shipping. The bridge will have a single railroad track at first, and a double track later.

BROTHERHOOD AND UNITY HIGHWAY -- Borba, No 290, 1 Dec 48

During the 7-month building season which ended 29 November, 77,000 boys and girls have worked on the "Bratstvo-Jedinstvo" (Brotherhood and Unity) Highway.

The idea of a permanent modern highway linking Belgrade, Zagreb, and Ljubljana came from Marshal Tito himself.

Although building materials have been scarce due to railroad and other transportation conditions, the builders have surpassed their quotas on every site. Although work on the highway has ended officially for the year, 105 kilometers more will be built during December.

So far, 440,000 square meters of concrete pavement, 63,600 square meters of asphalt pavement, 15,000 square meters of cobblestone, 16 concrete bridges totaling 810 meters in length, 210 ordinary bridges, and concrete culverts have been finished. In addition, 134 kilometers of standard-gauge and 180 kilometers of other railroad track have been laid.

PART OF HIGHWAY OPENED -- Borba, No 305, 19 Dec 48

The so-called "Dolenjska Cesta," a section of the "Bratstvo-Jedinstvo" (Brotherhood and Unity) Highway, was formally opened to traffic on 17 December at Ljubljana in Slovenia. The road is paved for a distance of 5 kilometers. In 14 days, 400 meters of streetcar tracks were laid.

WINTER FREIGHT PROBLEMS -- Borba, No 282, 21 Nov 48

Too often railroad equipment is used improperly. Sometimes freight cars are used for storage, which may immobilize them unnecessarily for 10 days or more. In the Popovac station, for example, on 22 October, 110 freight cars were held, waiting for room in the station at Nis, because cars loaded with grain, fuel, and building materials were being unloaded there in leisurely fashion. The use of some 20 trucks standing idle in the market place would have solved the problem. At the Belgrade-Donji Grad station the "Ogrev" Fuel Enterprise paid about 300,000 dinars in fines between 16 and 31 October

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for leaving coal and wood in the cars instead of unloading them promptly and storing them in warehouses in the city. The "Elektrometalurgisko Preduzece" (Electrometallurgical Enterprise) in Sibenik kept freight cars waiting unnecessarily for over 75 days, although they were needed for loading freight from ships.

Utilization of cars has been reduced over 7 percent annually because of the reluctance of many enterprises to load and unload at night and on Sundays.

The greatest problem for rail transport is lateness of trains, which in turn may delay other trains as much as several days.

#### PORT OF BELGRADE -- Politika, No 13097, 3 Dec 48

The restoration of the Sava port of Belgrade was finished for Republic Day, 29 November. Bomb damage during the war and destruction of equipment under the occupation made it necessary to rebuild the passenger and freight wharves, repair cranes, build warehouses, and restore damaged equipment before the harbor could be used for normal river traffic. Four sunken cranes have been salvaged and repaired, and three large, new warehouses have been built on the site of damaged ones.

Although the harbor will be altered later as the city develops, it is now in condition to be used until such a time.

#### SHIPS MODERNIZED -- Borba, No 287, 27 Nov 48

Early in November, repairs on the ship Losinj were completed. Living quarters for officers and crew were completely rebuilt. Sixteen modern cabins, to house only two crew members each, were built and tastefully furnished. A dining salon, bathing facilities, a scullery, and a dispensary were added.

Similar construction is now under way on two ships of the Yugoslav Navigation Line, the Zuzemberk and the Topusko.

#### TRANSPORTATION IN GREATER BELGRADE -- Politika, No 13096, 2 Dec 48

The main traffic artery in Greater Belgrade will be the Autoput, running northwest-southeast, and cutting the old and new sections of Belgrade by a straight line about 10 kilometers long before joining the Belgrade-Zagreb highway. Another city traffic artery, the Bulevar Crvene Armije (Red Army Boulevard) parallels it. A railroad passenger route also will cross the new part of the city parallel to the Autoput. Belgrade will have two railroad passenger stations, one in the new part of the city on the left bank of the Sava, the other in the present city. Freight stations will be built in the outskirts of the city.

The program of rebuilding existing railroad equipment will clear the banks of the Sava and of the Dambe, a riverside area of 1,800,000 square meters now strewn with unused railroad equipment. At the same time it will solve the Belgrade railroad bottleneck, which prevented Yugoslavia from being able to do so in 20 years.

The main passenger wharf will be built on the right bank of the Sava, below Kalamagan. Freight wharves will be built on the right bank of the Dambe, below the Pancevo bridge, and on the left bank of the Sava at Novi Beograd at the beginning of the Sava-Dambe-Canal. A large shipyard and an international port are provided for in the plan. After the Djerdap is controlled, seagoing vessels up to 5,000-ton cargo will be able to use the Dambe.

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The new part of the city will be connected with the city on the right bank of the river by several footbridges and railroad and highway bridges.

Boulevards in Novi Beograd will be 80, 100, 120 and 200 meters wide.

STREETCAR LINE IN GREATER BELGRADE -- Borba, No 291, 2 Dec 48

A double-track streetcar line between Topcider and Rakovica was put into operation on 29 November. A new telegraph line more than 2 kilometers long was put up while the streetcar line was being built.

TELEPHONE SYSTEM OVERLOADED -- Borba, No 287, 27 Nov 48

If the telephone facilities in Yugoslavia in 1939 is accepted as 100, the present situation may be represented as follows: telephone lines, 135.61, or 128.16 in kilometers; telephone circuits, 367.12, or 218.91 in kilometers; public telephone exchanges, 130; home telephone exchanges, 131; telephone subscribers, 142; telephone equipment in the hands of subscribers, 137. Interurban telephone calls increased from 4,748,000 in 1939 to 11,578,000 in 1947 and 9,412,000 during the first 8 months of 1948. The number of 3-minute units increased from 5,264,992 in 1939 to 18,533,345 in 1947, and 16,898,993 for the first 8 months of 1948. Revenue from telephone calls increased from 72,552,283 dinars in 1939 to 230,750,676 dinars in 1937, and 208,518,889 dinars for the first 8 months of 1949. Tax revenues on telephone calls has increased only 6 percent since 1939.

Except in Slovenia and Dalmatia, communications facilities in rural areas are inadequate. Few small rural settlements have telephone communications.

Telephone facilities are greatly overloaded. During the first 4 months of 1948, 663,218 telephone connections were not completed, and 12 percent of all reported calls in 1948 did not go through. Overloading is felt most in large cities, especially in Belgrade, and many private telephones have been disconnected as a result. The Belgrade exchange cannot accept any more subscribers. Over 5,000 government institutions and enterprises, as well as more than 20,000 others, are asking for new telephones. The situation is similar in Zagreb, Ljubljana, Sarajevo, and other large cities.

The Ministry of Communications has ordered a maximum time limit on telephone calls of 9 minutes during business hours and 15 minutes at other times. Before this limitation, 20 percent of the calls on the Belgrade-Zagreb circuit could not be put through, compared to 15 percent now; on the Belgrade-Rijeka circuit, the proportion has fallen from 40 to 22 and on the Belgrade-Skopje circuit, from 32 to 16.

Most of the materials required for expanding the capacity of the telephone system must be imported, a slow and difficult procedure under present conditions. Meanwhile, attention must be concentrated on proper and planned use of telephone facilities, limiting the length of calls, calling during night hours, and substituting telegraph and mail service when possible.

DIAL TELEPHONE SYSTEM INSTALLED -- Borba, No 305, 19 Dec 48

A dial telephone exchange has been put into operation in Bjelovar [in Croatia]. It already has 150 subscribers. The installation required 75 days.

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